



REPLACEMENT SHEET

1 / 9

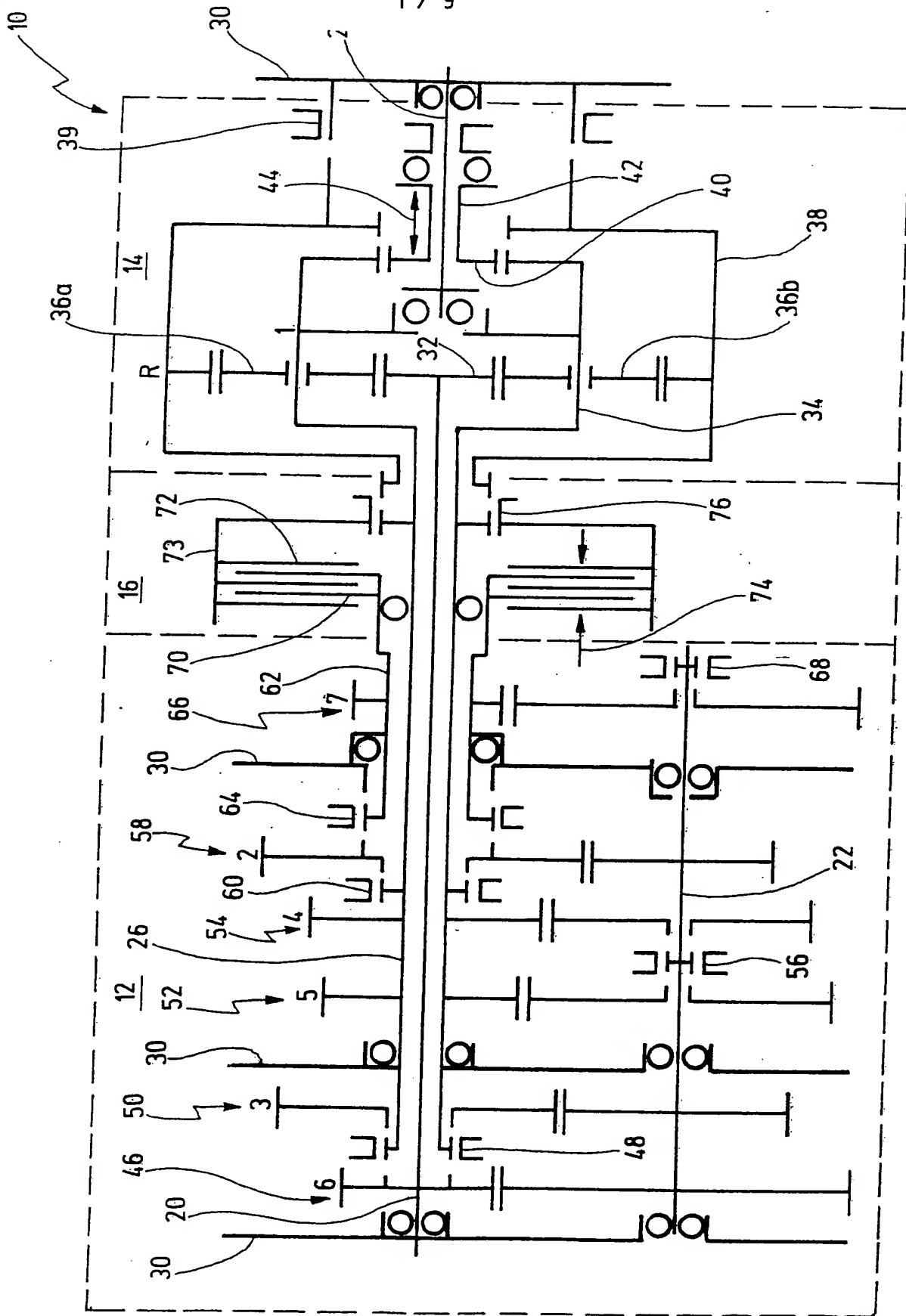


Fig.1

This Page Blank (uspto)

REPLACEMENT SHEET

3 / 9

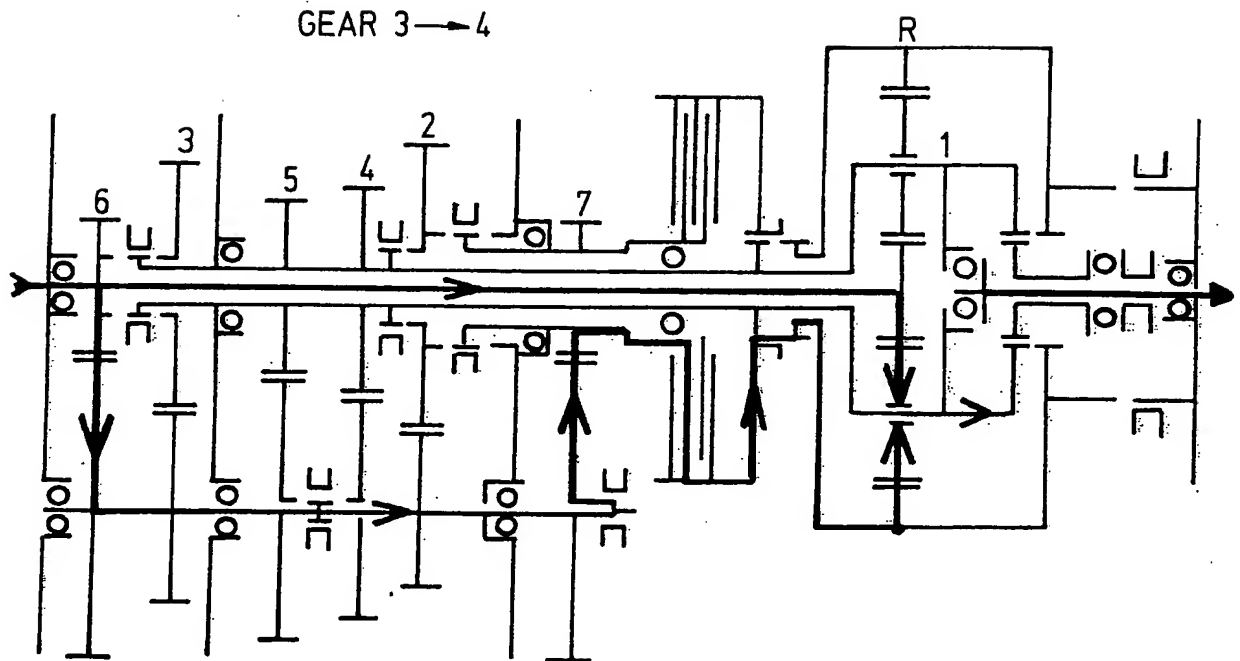


Fig.6

REPLACEMENT SHEET

4 / 9

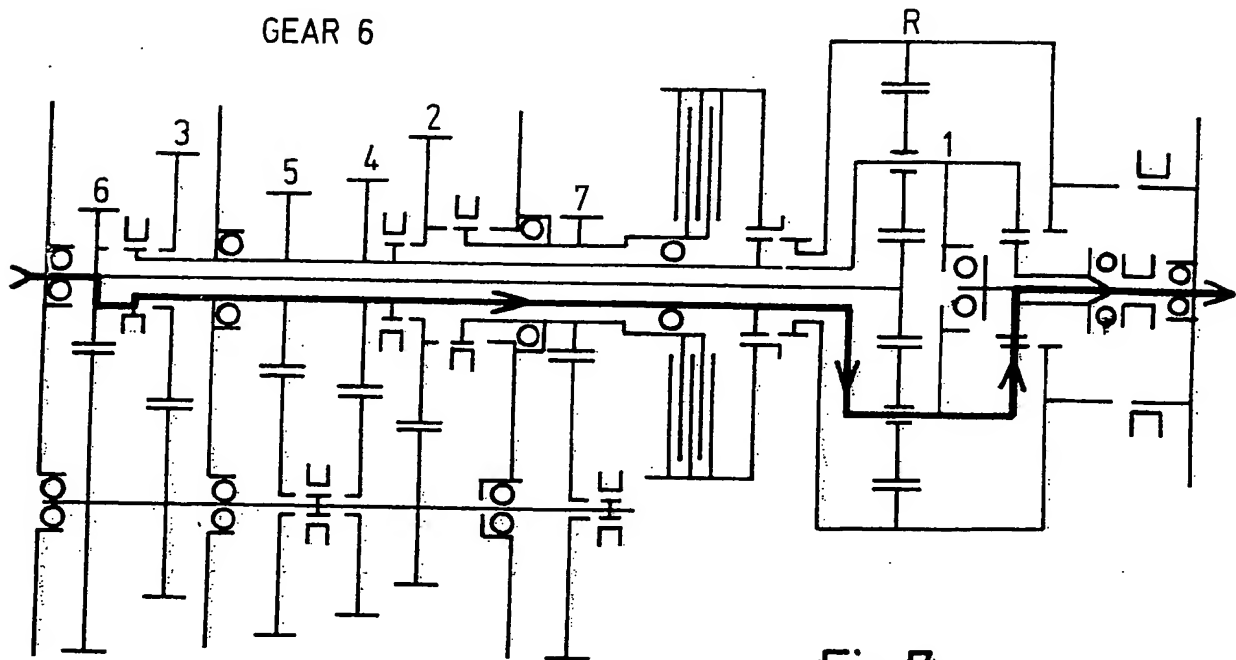


Fig.7

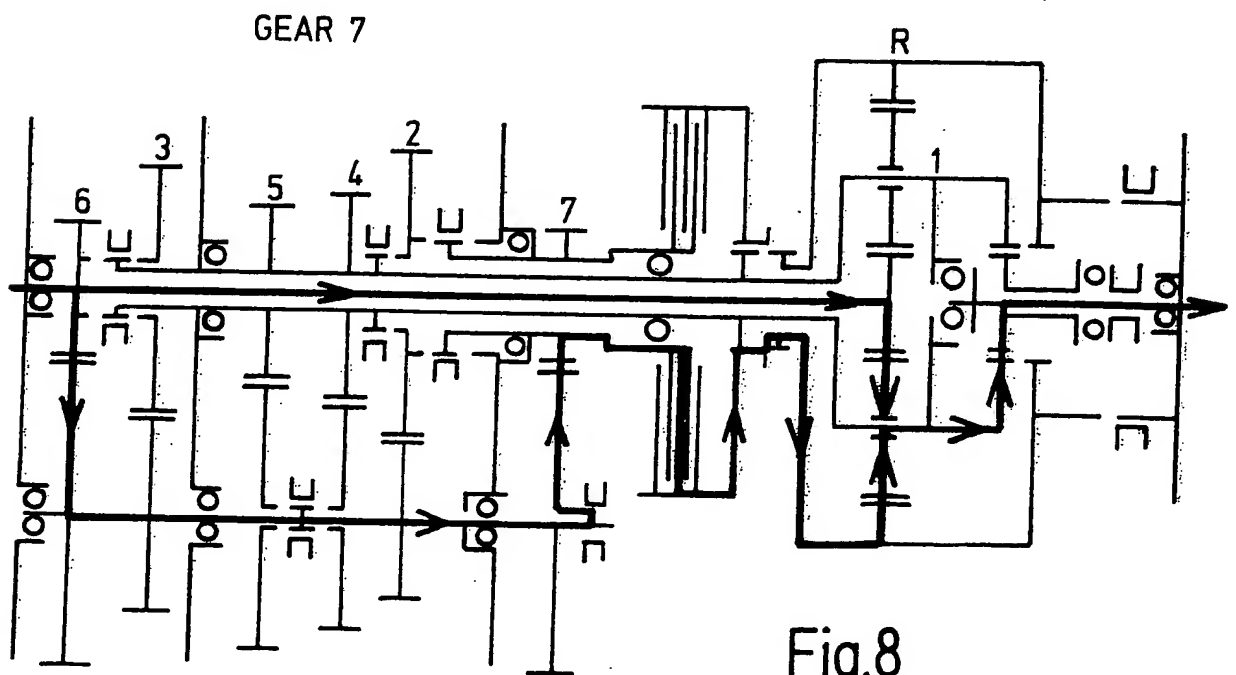


Fig.8

REPLACEMENT SHEET

5 / 9

| | SK 3-6 (48) | SK 4-5 (56) | SK 2 (60) | SK 7 (68) | SK IL (64) | LK (16,74) | SK AL (76) | SK Abtrieb (42) | Arretierung (39) |
|--------------|----------------|----------------|--------------|--------------|---------------|---------------|---------------|--------------------|---------------------|
| FORW. START | 0 | 0 | 0 | 0 | CASE | S | HR | PT | 0 |
| 1st GEAR | 0 | 0 | 0 | 0 | - | 0 | HR | PT | X |
| | 0 | 0 | X | 0 | 2nd GEAR | S | HR | PT | 0 |
| 2. | 0 | 0 | X | 0 | 2nd GEAR | 0 | HR | PT | 0 |
| | 0 | 0 | X | 0 | 2nd GEAR | S | HR | PT | 0 |
| 3. | X-3 | 0 | X | 0 | 2nd GEAR | 0 | HR | PT | 0 |
| | 0 | 0 | 0 | X | 0 | S | HR | PT | 0 |
| 4. | 0 | X-4 | 0 | X | 0 | 0 | HR | PT | 0 |
| | 0 | 0 | 0 | X | 0 | S | HR | PT | 0 |
| 5. | 0 | X-5 | 0 | X | 0 | 0 | HR | PT | 0 |
| | 0 | 0 | 0 | X | 0 | S | HR | PT | 0 |
| 6. | X-6 | 0 | 0 | X | 0 | 0 | HR | PT | 0 |
| | 0 | 0 | 0 | X | 0 | S | HR | PT | 0 |
| 7. | 0 | 0 | 0 | X | 0 | X | HR | PT | 0 |
| REARW. START | 0 | 0 | 0 | 0 | CASE | S | PT | HR | 0 |
| R | 0 | 0 | 0 | 0 | CASE | X | PT | HR | 0 |

Captions: X - shifted HR - ring wheel
0 - non - shifted PT - planet carrier
S - frictional state

Fig.9

REPLACEMENT SHEET

6 / 9.

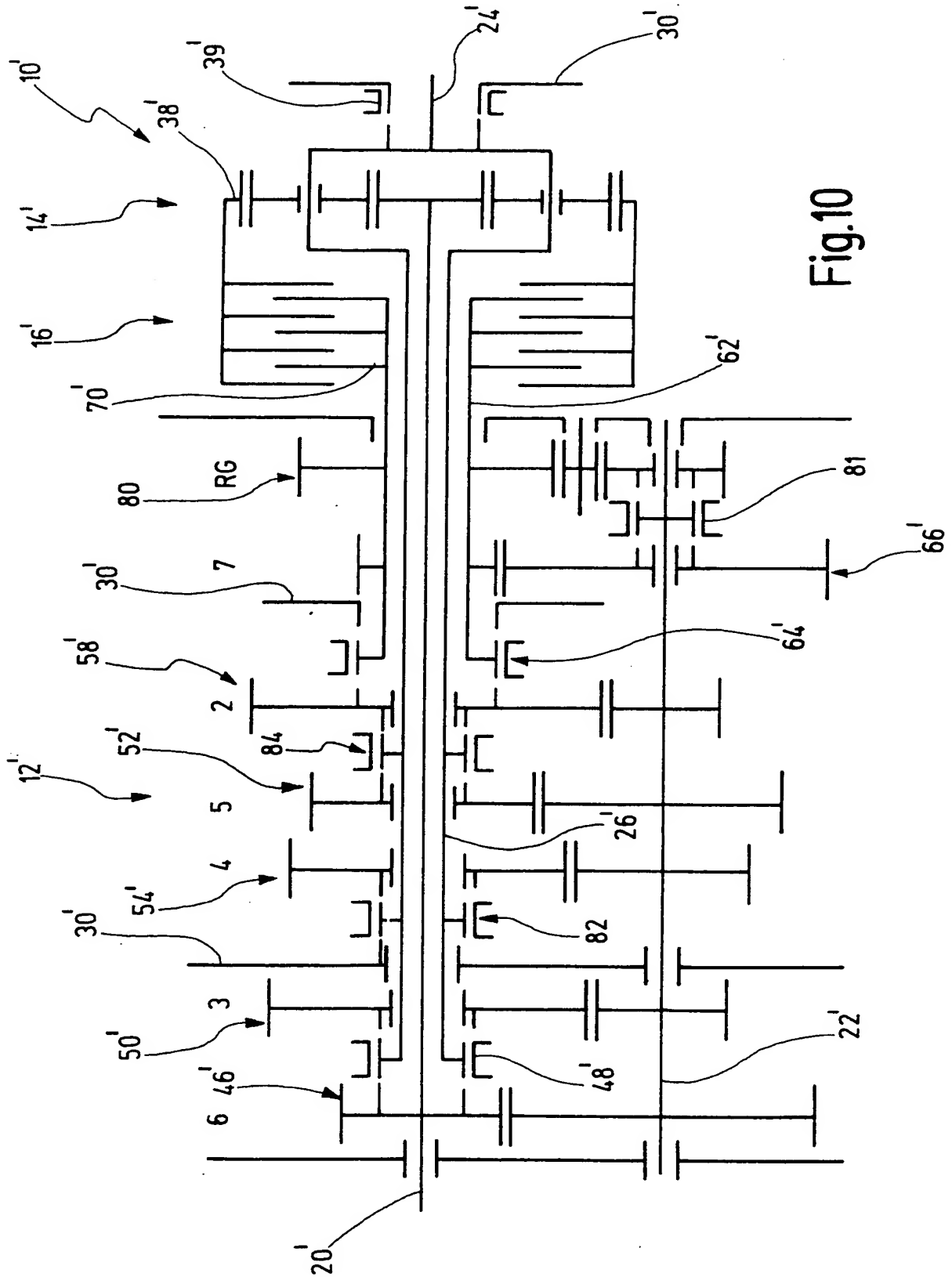
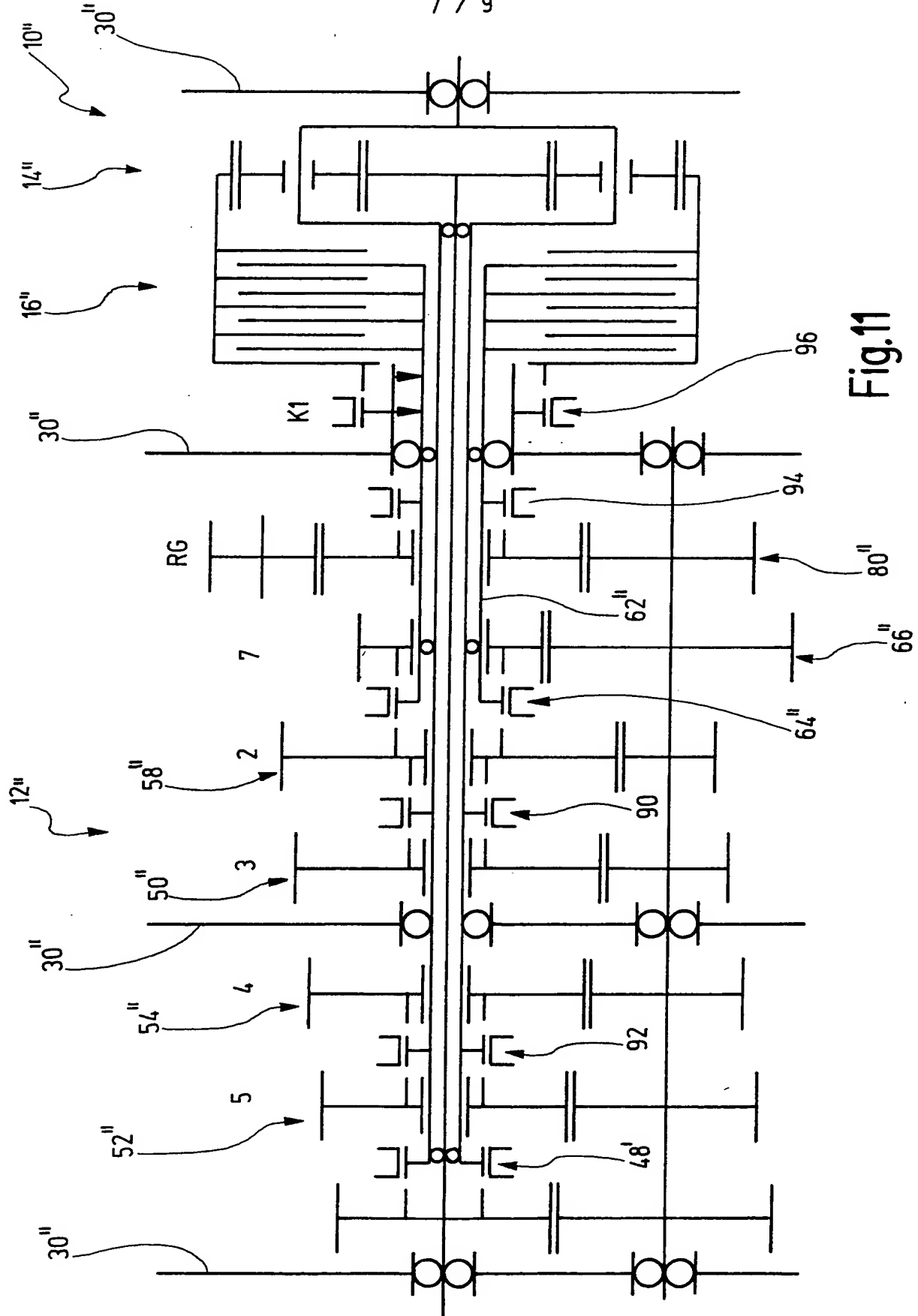


Fig.10

REPLACEMENT SHEET

7 / 9



REPLACEMENT SHEET

8 / 9.

| | SK 6-3 (84') | SK 4 (82) | SK 5-2 (84) | SK 2-G (IL) (64') | SK 7-R (IL) (81) | K1 (not shown in Fig. 10) | LK (16') |
|-------------|-----------------|--------------|----------------|----------------------|---------------------|---------------------------------|-------------|
| FORW.START. | 0 | 0 | 0 | X-6 | 0 | 0 | S |
| 1st GEAR | 0 | 0 | 0 | X-2 | 0 | X | 0 |
| | 0 | 0 | 0 | X-2 | 0 | 0 | S |
| 2. | 0 | 0 | X-2 | X-2 | 0 | 0 | 0 |
| | 0 | 0 | 0 | X-2 | 0 | 0 | S |
| 3. | X-3 | 0 | 0 | X-2 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 | X-7 | 0 | S |
| 4. | 0 | X-4 | 0 | 0 | X-7 | 0 | 0 |
| | 0 | 0 | 0 | 0 | X-7 | 0 | S |
| 5. | 0 | 0 | X-5 | 0 | X-7 | 0 | 0 |
| | 0 | 0 | 0 | 0 | X-7 | 0 | S |
| 6. | X-6 | 0 | 0 | 0 | X-7 | 0 | 0 |
| | 0 | 0 | 0 | 0 | X-7 | 0 | S |
| 7. | 0 | 0 | 0 | 0 | X-7 | 0 | X |
| REARW.START | 0 | 0 | 0 | 0 | X-R | 0 | S |
| R | 0 | 0 | 0 | 0 | X-R | 0 | X |

Captions:
 X - shifted
 0 - non-shifted
 S - frictional state

Fig.12

REPLACEMENT SHEET

9 / 9

| | SK 6 (48') | SK 5-4 (92) | SK 3-2 (90) | SK 2-7 (IL) (64") | SK R-G (IL) (94) | K1 (96) | LK (16") |
|-------------|---------------|----------------|----------------|----------------------|---------------------|------------|-------------|
| FORW.START. | 0 | 0 | 0 | 0 | X-G | 0 | S |
| 1st GEAR | 0 | 0 | 0 | X-2 | 0 | X | 0 |
| | 0 | 0 | 0 | X-2 | 0 | 0 | S |
| 2. | 0 | 0 | X-2 | X-2 | 0 | 0 | 0 |
| | 0 | 0 | 0 | X-2 | 0 | 0 | S |
| 3. | 0 | 0 | X-3 | X-2 | 0 | 0 | 0 |
| | 0 | 0 | 0 | X-7 | 0 | 0 | S |
| 4. | 0 | X-4 | 0 | X-7 | 0 | 0 | 0 |
| | 0 | 0 | 0 | X-7 | 0 | 0 | S |
| 5. | 0 | X-5 | 0 | X-7 | 0 | 0 | 0 |
| | 0 | 0 | 0 | X-7 | 0 | 0 | S |
| 6. | X | 0 | 0 | X-7 | 0 | 0 | 0 |
| | 0 | 0 | 0 | X-7 | 0 | 0 | S |
| 7. | 0 | 0 | 0 | X-7 | 0 | 0 | X |
| REARW.START | 0 | 0 | 0 | 0 | X-R | 0 | S |
| R | 0 | 0 | 0 | 0 | X-R | 0 | X |

Captions:
 X - shifted
 0 - non-shifted
 S - frictional state

Fig.13